

THE NORTHERN COLONIZATION RAILWAY.

Visit of the President and Directors to St. Jerome.

*An Hour at St. Therese—They Visit the College and Receive an
Address—Warm Welcome by the Good People of St.
Jerome—Dinner to the Directors by the Municipal
Council—Important Speeches, &c.*

(From the Montreal Gazette, 17th February, 1872)

Four years ago the Northern Colonization Railway Company was started, its object being to construct a wooden railway from Montreal to St. Jerome, and the principal design to furnish this city with a plentiful supply of cheap wood. Gradually the project grew, until at last, it is the intention of the Company to make it the first link in the great Canadian Pacific Railway. During all the varying prospects of the Company, the people of St. Jerome, following the example of their good Curé, the Rev. Father Labelle, have been true to it, and have hoped, and still hope, that it may be the means of giving to the North Shore of the Ottawa, what it has long so much needed, a Grand Trunk Line of Railway, which shall give to all that vast country, an easy means of communication with the great centres of trade.

Early in the present week, the Directors of the Company and several members of the press of this city received invitations to attend a dinner which was to be given to them by the citizens of St. Jerome, on Thursday. Accordingly, on Wednesday afternoon, a considerable party collected at the office of the South Eastern Counties Railway, on St. James street, where several most comfortable covered sleighs were in waiting for them. Despite the extremely unfavorable state of the weather, which seemed almost to preclude the possibility of arriving at their destination, the party set out at half-past three o'clock p.m., and by seven had arrived at St. Therese. Here the tired horses were taken out to bait, and the travellers betook themselves to the hotel. They had not long been waiting, however, when an invitation arrived from the Superior and Directors of the College of St. Therese to visit that institution.

The kind hospitality of the rev. gentlemen was very gladly accepted, and the party at once walked across to the college, which is a fine large stone building, fitted up with all modern conveniences, including gas and steam heating. Here they were most cordially welcomed by the Superior, Rev. Mr. Nantelle, and the Rev. Mr. Charlebois, Curé of the Parish of St. Therese, as well as by the other gentlemen connected with the institution, and after a short time spent in conversation, were conducted to the large hall, where the scholars were awaiting their arrival and the College band was playing. So soon as the music stopped, the Superior read the following address:

"To the President and Directors of the Northern Colonization Railway Company.

"GENTLEMEN,—On the occasion of your passage through St. Therese permit us to wish you a hearty welcome, and to express how great is our happiness, in receiving within our walls for a moment, guests so distinguished. This visit does us great honour, and we rejoice the more because we see in it a new pledge of success, for an enterprise which interests us in the highest degree. With the energy and constancy which has characterized it, your company cannot but triumph over all obstacles; and we may hope that it will very soon be in a position to give us the railroad, the want of which is so keenly felt in this part of the country.

For ourselves we pray earnestly for this result, and we are ready to labor to the extent of our power for an enterprise which we feel will be useful not only to us, but to the entire country.

I pray you to accept gentlemen the honor of our respect, and the assurance of our devotion.

(Signed)

THE SUPERIOR AND THE DIRECTORS OF THE COLLEGE OF STE. THERESE."

SIR HUGH ALLAN in replying to the address said it afforded him the greatest pleasure to have this opportunity of visiting this institution of learning, and he appreciated fully the compliment which had been paid to him and to his brother Directors in the presentation of this address. The enterprise with which they were connected, and in which the people of Ste. Therese evinced so lively an interest, he believed was on the eve of success. The Directors would use every exertion to ensure that success. He expressed his gratification at the appearance of so many young men and lads, the students of the college. There was hope for the future of the country when its youth were thus carefully and ably educated. He again thanked the superiors and directors of the College for their address. (Cheers.)

The party were then invited to the dining room of the college, where they partook of refreshments, and having enjoyed an exceedingly pleasant half hour, they resumed their journey, which was finished without mishap, unless the fact that the unfortunate occupants of two sleighs were kept upon the road quite two hours longer than their fellows, owing to the exhausted state of their horses, and that they missed thereby a sumptuous supper given by the good curé Labelle to the early arrivals, may be considered a mishap. Fortunately the late ones obtained a good comfortable meal at Grignon's hotel, in which place they also found very comfortable beds, at about three o'clock on Thursday morning. The larger number of the party, who were entertained by the curé, had gone to rest two or three hours before.

In the morning, as the directors and others were assembled in the curé's house, they were waited upon by the deputation, consisting of Mr. Godfroi Laviolette, Mayor of St. Jerome, and Councillors J. B. Villemure, William Gauthier, Joseph Boisseau, Joseph Desforges, Jean Baptiste Latour, Jerome Longpré, as well as Dr. J. E. Prevost, Messrs Melchior, Prevost, W. H. Scott, Louis Morin, Zephirin Limoges, L. E. Cotte, Louis Labelle and others; and the deputation having been introduced to Sir Hugh Allan and the directors, the Mayor proceeded to read an address:

To the President and Directors of the Montreal Colonization Railway:

GENTLEMEN,—The presence of Sir Hugh Allan at St. Jerome, as well as that of the other Directors of the Montreal Northern Colonization Railway, causes great joy to the citizens of the Parish of St. Jerome, because their visit in this locality is an assurance of the success of the great enterprise which today excites all our hopes, and interests us in so many ways. When a railway company

places its confidence in a man like Sir Hugh Allan, of whose distinguished talents and indomitable energy in great enterprises, which are known throughout all the country, and have even been recognized by the Sovereign, it acquires an irresistible force, in the same way as the head gives vitality to all the rest of the body. Receive then, Mr. President and Directors, the expression of our gratitude for the honour you have done us to-day, and be assured that the inhabitants of St. Jerome will treasure a recollection of this visit, which will never be effaced from their memory.

G. LAVIOLETTE,
Mayor of St. Jerome.

SIR HUGH ALLAN, on behalf of himself and the Directors of the Company, returned thanks to the Corporation for the address. He felt much gratified by the manner in which he himself had been spoken of in it, though he feared that he was scarcely entitled to the amount of credit which it attributed to him. He certainly had exerted himself, and he believed he might say with some measure of success, in promoting the progress of the country; and so long as he possessed the power, he earnestly desired to labor for its further advancement. With regard to the great enterprise in which he was now engaged, and which led to his present visit to the beautiful village of St. Jerome, he would say that the only thing necessary for its success was that they should combine their energies and work manfully together to obtain it. Let all interested in it exert a determined will; let them prosecute and further it perseveringly and unceasingly; let each devote his influence and his time, as far as possible, to every measure that can aid its progress, and it *must* succeed. (Cheers.) Their reward would be the prosperity of the country generally, and especially of that portion of it through which the railway would pass. (Applause.)

Mr. BEAUBIEN, as Vice-President of the Company, said it was very interesting and pleasing to him to meet with the Corporation of St. Jerome concerning an enterprise which they all had so much at heart. He was exceedingly gratified with the interest which the people of St. Jerome were showing with regard to the Northern Colonization Railway, and with their determination to aid in that project as much as possible. The result of the work would be of great advantage to the country, and they were consequently meeting with great encouragement everywhere. They had met not only with encouragement from the Local Legislature of the Province, but from all the municipalities, and St. Jerome in particular. The cool reception which they had given to another deputation contrasted very strongly with the warm and hearty welcome which had been given to himself and his fellow directors. He also rejoiced at the reception given to Sir Hugh Allan, who, if he proceeded, as he (Mr. Beaubien) thought that he would do in the

present enterprise, the country would not fail to prove their gratitude to him. A grand trunk line was needed on the north shore as well as on the south, and it was only just that it should obtain it. They need not be afraid of the threat which had been made by another deputation from Montreal, that the million would not be granted. The enterprise was so thoroughly national, the whole country was so thoroughly interested in it, that the whole people must be with them, and to go with the people it was necessary to go with them (the N. C. R. Co.)

Hon. Mr. OUMET also made a few remarks. The object of the meeting was another testimony of the prosperity of their Company. Inaugurated by persons, who had not thought of the greatness to which it would come, the enterprise had done nothing but increase. The country had spoken in its favour, believing that it would be a principal artery of communication. The Government of the Province thinking the road of national importance had liberally subsidised it. The policy of the Government in this respect had been approved of by the people. He also said that the Directors in securing their President had lent new force to the project. And if this energy continued they need have no doubt of the ultimate success of the undertaking.

The Hon. Mr. ABBOTT, in replying, said: He could not plead that he was not able to speak French, but he would prefer to speak in English as a symbol of the manner in which French or English were working side by side for the success of the great enterprise in which they were engaged. He thanked them very heartily as one of the Directors of the Company, for the compliment which had been paid to them. He felt certain that the energy which they had displayed, and the spirit they had evinced, would carry on the great national work in which they were engaged to its completion. He called the enterprise a great national enterprise, because the advantages it offered were national. What the country required was development, colonization, encouragement for the emigrant to come to it and a career for those who were in it. Whatever might be done or said in favour of Colonization, the true method of colonizing was to afford employment and subsistence to all comers, and to encourage its citizens who remain in it with an opportunity not only for earning a living, but for attaining distinction. That would be one of the great benefits which these public enterprises would confer upon the country, but it was not one of the least of them. He did not claim the credit of originating the enterprise, but he hoped he might say that he had not failed in his devotion to it since he had been honoured by being associated with it. Thanking the Corporation for their address, and for the well-deserved compliments to their President, he would only farther say that so long as he possessed the power of labour he

should never cease to strive for the success of the enterprise until success had been obtained.

Mr. CHAPLEAU, M.P.P., and Mr. Thomas WHITE, jr., also spoke, and the deputation afterwards retired.

The remaining portion of the time before the dinner, which was appointed to take place at Grignon's hotel at one o'clock, was occupied in driving or walking about the village and the adjoining country. The village is large and well built, and possesses between eleven and twelve hundred inhabitants; in fact, it is perhaps the most advanced of the towns in Lower Canada which are deprived of railway communication. Along the front of the town runs the North River, a pretty stream, which falls naturally some fifteen feet over a rocky ledge, about half way down the long street, and gives power to drive a woollen factory and grist mill, which are almost constantly employed. Indeed this river, in many places in or near St. Jerome, would afford a great many good water powers, and when the railway reaches that point, which it certainly will in the course of a very few years, St. Jerome will undoubtedly resound with the busy hum of machinery of many kinds, and will become to Montreal what Lowell is to Boston.

So far as might be judged of the country with its covering of snow on, it is a fine agricultural district, resembling very much many parts of the Eastern Townships, as to scenery at least. There are the same tree-crowned heights and rolling meadow lands, through which wind pretty quiet rivers, at short intervals, with here and there beautiful little ponds or lakes. To return to

THE DINNER,

which, of course, was by far the most important feature at St. Jerome on Thursday. It was spread in Grignon's comfortable hotel, not by the worthy landlord, however, but by Mr. Carlisle, of the Terrapin Restaurant of this city, and a very good dinner it was too, one suited to the various consciences, of those who assembled at it; there were *entrees*, *bouilli*, *roti*, *gibier* etc., for Protestant stomachs, and for our less fortunate brethren, to whom Lent is a reality, there were half a dozen kinds of fish, oysters in various forms, lobsters *au naturel*, and in salads, etc., etc. The bill of fare which was very neatly got up, bore the following mottoes. "*C'est le Grand Tronc du Nord que nous voulons depuis l'Atlantique jusqu'au Pacifique et non pas seulement l'embranchement de St. Jerome.*" "*Vaincre ou Perir avec elle.*" "*L'Energie, la persévérance et le patriotisme de nos amis dompteront l'Injustice et le fanatisme de nos adversaires.*" The tables were handsomely and appropriately decorated, and when surrounded as they were at half-past one o'clock by a happy, hungry lot of men, presented a decidedly brilliant appearance.

The chair was taken by Dr. Prevost, His Worship the Mayor, having been prevented

from attending by illness, and the vice chair by Mr. J. B. L. Villemure. On the right of the Chairman sat Sir Hugh Allan, Rev. Father Labelle, Hon. Attorney General Oulmet, Hon. J. J. C. Abbott, and Mr. Chapleau. M. P., on the left, Rev. Mr. Nantelle, Superior of the St. Therese College, M. L. Beaubien, M. P., Mr. Roderique Mason, M. P., Rev. Mr. Thibaudan, Mr. J. B. Beaudry, Mr. P. S. Murphy, Mr. T. White, jr., Mr. Legge and others of the Montreal party.

The good things on the bill of fare having finally been disposed of,

The CHAIRMAN rose, and explained the cause of the Mayor's absence. He also said a few words with respect to the origin of the dinner, and went on to propose the health of the Queen, which was most heartily responded to; the Company singing "God Save the Queen."

Next followed the health of the Dominion and Local Governments and Legislature.

Hon. Mr. OULMET was called upon to respond to this toast, but preferred to give way to others, and Mr. Masson was requested to do honour to the toast.

Mr. Masson quite understood, in rising to respond to the toast, that it was not because of his personal attributes that he had been called upon to do so, but because he represented the important County of Terrebonne in the House of Commons. The Federal Legislature had not perhaps had very much to do with the important project about which they were met to speak, but that little was of very considerable importance, as it had actually given life to the company. He then alluded to the manner in which a charter had been obtained in the Federal Legislature, for the Canada Central road, the difficulties there had been in regard to the land grant, &c., and went on to applaud the action of the Government of Quebec in giving so generous a land grant as they had done to the Northern Colonization Railroad, which was principally a commercial line, considering the great national importance of the work. Unfortunately they had not thought that the time had come to accord a grant to the road to St. Jerome, but, in view of the great importance of such a road for colonization purposes, he hoped they soon would do so. He then spoke of the work which he had done on behalf of the railway in the House of Commons. He was also one of the first persons to come to Montreal and ask the city to subscribe a million of dollars to the road. He had done this, not as the member for the County of Terrebonne, but as a citizen and property holder of Montreal; as a citizen of Montreal, and one who would be taxed for the grant, he would favour it. Efforts had been made to induce him to think that the proprietors of Montreal ought not to subscribe for this railway. But he could not take this view of the matter. He would vote for the million grant by Montreal, not because it would benefit the County of Terrebonne, but because

it would, if carried, be of advantage to Montreal, and would give it more than a million in return. He felt that the Eastern portion of Montreal required this railway especially. There were two classes of people in every city, the industrial and the labouring classes, to both of which the railway would be of advantage. To the latter more directly perhaps, as by it the cost of wood would be very much reduced. He had understood that were the railway constructed, wood could be brought into Montreal at \$2.50 a cord. If this were true the benefit to the poor, and the labouring classes must be almost inestimable. If they desired to obtain the million grant from Montreal, however, they must arrange to have the road run straight from Montreal to St. Jerome, otherwise they would run the risk of losing the support of the labouring classes of Montreal. They should decide therefore at once to build the road to St. Jerome. He hoped in the course of ten years to see not only the railroad at St. Jerome, but the beautiful river on which it was situated, covered with manufactories, and the riches which they would produce scattered over the country. The people of St. Jerome too must not exhaust themselves in dinners, they must work, and work hard. If they did this and placed their confidence in the Northern Colonization Railway Company, he believed that they would have the road in less than three years. The Hon. gentleman then sat down amid loud and prolonged cheers.

Mr. CHAPLEAU replied in behalf of the Local Legislature. He spoke of the County of Terrebonne, and of its interests, as being identical with those of the rest of the Province. He then referred to the Local Legislature and Government of Quebec, and alluded to the latter as being very popular in the country. He spoke of the encouragement it had given to the building of railways and the opening of the wild lands, and said, although there had been many kinds of railways built and tried, the Northern Colonization Company and the people of St. Jerome were not going to be satisfied with anything less than a good substantial iron railway, and when it was finished the latter would have a better opinion of it than they ever had before. He spoke of the great objects of the Confederation of the Provinces as being the development of the country and the prosperity of the people; neither of these could be fully attained unless the country was intersected by such railways as these. One thing confederation had accomplished was the obliteration of all distinctions of class and religion in the Local Legislature. The Legislature of Quebec worked harmoniously and steadily in the interests of the country and of the people it represented. After speaking for some time on this subject, Mr. Chapleau referred to the efforts of the Grand Trunk Company and others to prevent the accomplishment of the great work in which

they were engaged, and said that the next time he came to St. Jerome the Northern Colonization road would be built, and he should come in a car instead of by such a slow means of transport as that in which they had come the day previous. After that he would visit them oftener than he had been in the habit of doing. There were those who were working against the accomplishment of this great enterprise. They had come to St. Jerome and talked of another railway, but the people of St. Jerome had rejected them. Why? Because they did not believe in the sincerity or the promises of the new Company. In the Northern Colonization they had a Company in whose justice and sincerity they could rely. The new Company in proposing to build a new road, proposed only to benefit themselves, and could do nothing for the interests of the people of St. Jerome. In the other they had a Company at whose head was such a man as Sir Hugh Allan, in whose ability and sincerity they could place the utmost confidence, and whose name was an assurance of the success of the road.

The CHAIRMAN next proposed the President and Directors of the Northern Colonization Railway, which was received with rapturous applause.

Sir HUGH ALLAN, in reply, commenced by speaking of the numbers and enthusiasm of the company present, and said these were attributable to the importance of the road. He was delighted to find with what pleasure and attention they had been received by the people of St. Jerome. He had never had an opportunity before of visiting the place and knowing its importance, but in looking around it that day he was surprised and delighted to find what a beautiful country it was, and what magnificent resources it possessed (Cheers.) In speaking of the Northern Colonization Railway, it would be but right that he should give them some account of how he came to be connected with it himself. He must say in the first place that he had had none of the honour of having instituted it. That honour belonged entirely to others. Mr. Beaubien, who was present, was one of its first and principal promoters. They were all well aware of his great perseverance and energy, and he [Sir Hugh] needed not to tell them of it. For his own part, he was, he believed, the last of the directors to become associated with the enterprise. The reason he had not come in before was because he looked upon it merely as a local work, and as long as he considered it so he felt that they could accomplish it without his assistance. He had looked upon it merely as a colonization railway from Montreal to Ottawa, and there was no doubt that it would go there. But so long as he thought that the project was confined to that he did not consider it necessary to take any part in it. But when British Columbia came into the Confederation the subject wore an entirely different aspect. As soon as the union was accomplished with the condition of a railroad

across the continent to be built within ten years, he felt that action was necessary, and he [Sir Hugh] did not longer hesitate. Since, he had taken the pains to inform himself thoroughly on the whole question and he had come to the conclusion that without the Northern Colonization connecting with the Canada Central, and by it with the Canada Pacific at Lake Nipissing, a road to the Pacific would be an injury to Montreal rather than otherwise. Montreal was interested in having a road by the shortest possible route to the Pacific. The road he offered himself to build. [Great cheers.] He had offered to build a road from the Pacific to Lake Nipissing, and now he wanted a railroad to go to the latter place to meet it. He had not the slightest doubt that such a road would be built, and when it was, Montreal, and indeed all Lower Canada would acquire an importance that they never had before. The produce of the East—of China and Japan—would have to pass through that way, and the freight of the Western States would also have to come down by Montreal. There was not only the traffic of our own country, but also of others, of which such a road would be the highway. In view of these things he (Sir Hugh) could not understand how any one that knew anything about the subject could hesitate for a moment to carry through such a work. He had, on his part, determined to use all his energies to that end, and he had no doubt it would be accomplished. (Cheers.) Sir Hugh then thanked them for the reception himself and the other Directors had met with, and concluded by hoping that their acquaintance year by year would be greater and greater. (Cheers.)

Hon. Mr. OUMET also spoke at some length. As a member of the Quebec Government, he felt that the all important words pronounced by Sir Hugh Allan were very flattering to himself and his colleagues. He must confess that he felt proud that this testimony should have been given. It was now some years since we had entered into the Confederation, and since that time the Government and the members of the Quebec Legislature had been considering questions of great importance for the advancement of the country. The policy which had been adopted with regard to railways was he believed, generous and in the interest of the country. Not only had large portions of the public domain been divided to meet the various wants of different localities, but the Government had given its full and ample concurrence to the schemes. They did not look to see if the Companies would benefit one section of the country more than another, but their policy had been one for the general good of the Province. Without going into the details of what the Government had done, he would say that the Government had yielded to a legitimate pressure; to the pressure of public opinion, in adopting their

railway policy. It was only by thus following public opinion that they could exist. When grants had been asked for they did not inquire whether they were for the benefit of the North Shore or for the South Shore, but whether they would be for the good of the Province. He then followed the history of the road in whose interest they were now met, and said that when the enterprise had first taken life, it was in a very humble way; but its promoters saw it should not stop there; they felt that it should become a national enterprise, and they had made it one, an enterprise the power of which no Government could resist. When the company came to the Government for a subsidy it was given with pleasure, because they saw that the enterprise was a national one. It was a somewhat strange fact that during the course of the next four or five months the little town of Sherbrooke would be the terminus of four or five railways. Did it not seem almost impossible that Montreal, the metropolis of the Dominion, should have but one railway terminus there? He could not comprehend a policy which would continue such a state of things, a policy which he could not but condemn; but one which had in reality been developed within the last three or four days. The hon. gentleman then proceeded to pay a high tribute to the manner in which Mr. Chapleau had laboured at the Quebec Legislature for the railway cause, the Northern Colonization more especially. He also spoke of the great wisdom of the Company in calling to their head a man of such high qualities as Sir Hugh Allan, who in the speech which he had made had given his word that the road should be built. There was one thing in Sir Hugh's life, which possibly they were not aware of; did they know that he was at one time an inhabitant of Ste. Rose? Yes! he had lived at Ste. Rose, and had been a neighbor of the father of the Rev. Mr. Labelle. There was one thing which he might be allowed to say further. He (Mr. Ouimet) was also of Ste. Rose. (Cheers.)

The CHAIRMAN when next he rose proposed the health of the Press.

MR. THOS. WHITE, jr., being called upon, said this was a proud day for St. Jerome and in many senses a proud day for the Province of Quebec. The people of this village had in the presence of the Directors of the Northern Colonization Railway evidence of the sincerity of the Company in the work in which they were engaged, and they had in the well-known business energy of the President and gentlemen composing the Direction assurances of its success. (Cheers.) He knew of no place more entitled to railway communication than this beautiful village. He knew something of the towns and villages of Canada, and he could say that among them all there was not one—removed as this was from the facilities of travel and communication, which gave greater evidence of taste, intelligence and thrift on the part

of the inhabitants. (Cheers.) This enterprise, he felt quite sure, was essentially a Provincial work in the sense of Provincial development. The great hold which it had upon the minds of the people of the Province of Quebec, inhabiting the north shore of the St. Lawrence and Ottawa, was that that part of the country was entitled to development equally with the south on whose improvement so much public money had been spent (cheers) While in every other part of the Dominion the utmost activity in railway enterprises prevailed, it had been a reproach to the parishes on the north shore of the St. Lawrence, in Quebec, that they were inert and unenterprising. This enterprise was the answer which was being given to that charge, and the demonstration of to-day proved that the answer came from the hearts of the people themselves. (Cheers.) As a means of developing the country between Montreal and the mountains in rear of St. Jerome this Railway was entitled to considerable confidence; but he (Mr. White) confessed that it was in its larger objects that he felt it was peculiarly entitled to the confidence of the people of Montreal. It had for object the connecting, by a direct and independent route, the Ottawa region, the Lake Huron and Lake Superior country, the fertile valleys of the north-west and British Columbia beyond the Rocky Mountains, with the great ocean port of Montreal, the commercial metropolis of the Dominion. (Cheers.) It had for object the making of the trade of all that vast region, and of the countries of Japan and China beyond, tributary to the commercial importance of Montreal, and tributary, therefore, to the political importance of the key-stone Province of Quebec. And it would accomplish this, because, once built, it became the shortest and most direct route to the ocean port. (Cheers.) We were entering upon a career of great material development, and it was gratifying to know that the people of this hitherto neglected section of Canada were to share in the general advantages from it. At this moment eleven hundred miles of railway were under construction in Canada. Eight hundred miles more were on the eve of being commenced, and this was exclusive of the Canada Pacific Railway. Confederation had fortunately wiped away many of the old political asperities, and we were to-day thinking more of the interests of the country than of any party. True, we had still occasional reminders that all was not quite forgotten. We had the *partie du programme*, the *partie bleu*, the *partie rouge*, and last, and perhaps least, the *partie Nationale* (laughter); but, in spite of these, the party which would receive, because it would deserve, the confidence of the country would be that which devoted itself to the material development of the Dominion. (Cheers.) In the interests of that development, he wished God-speed to the enterprise which had brought them together that day. (Cheers.)

Mr. TASSE also spoke at some length and with some eloquence.

Mr. BEAUBIEN had a toast to propose and they must permit him, at the risk of prolonging the meeting, to say a few words. A prospectus had recently been issued by a new company in which it was stated that it was the intention of the directors of the Northern Colonization Railway Company to abandon St. Jerome and only to build a branch line to it. Now, the fact was quite the contrary. When the road was first projected, several of those gentlemen whose names were on the prospectus had objected to it, because it was too humble. A road to St. Jerome to bring in cordwood would never pay. The project of coming through the county of Ottawa and on to the Pacific was then not even thought of. Now that these things had been resolved upon, however, these gentlemen turned about again. When the fish was a little fish they wished it a big one, but now that the fish had grown to be a big one they wished it a small one. (Laughter.) He then proposed the health of the municipality of St. Jerome.

The CHAIRMAN, in responding, said that the citizens felt that this was a most auspicious moment; they were in the presence of all that was most powerful, most enterprising, most energetic in the land, to say nothing of the no small influence of the press. He then went on to give a short history of the railroad from its incipency, of the difficulties it had encountered, etc. Having secured the influence of the first men of Montreal and of the Province, they had thought now that the enterprise would have speedily been brought to a successful end. But a very short time ago, to their great surprise, an insidious opposition to the scheme to which the people of St. Jerome had always given their support had been begun by a company which had always been their enemy, but which they did not expect to meet in this way. They had just witnessed the last effort of the Grand Trunk to overthrow the line, which they found they could no longer laugh at. The representative of this company had come to St. Jerome thinking to surprise the people, and by insidious counsels to turn their minds from the Northern Colonization Railway Company. These people had evidently expected that the people of St. Jerome would throw themselves into their arms, and that they would desert the company with whom they had been working for the last four years. A gentleman when he saw that he could not succeed in his scheme, had threatened to oppose the million dollar grant in Montreal. He had said that if the grant were not made by Montreal a road on the North Shore could not succeed, and that if the million were granted he would do all he could in England against it. (Cries of shame, and who said it.) It was Mr. Brydges who had said it. He had done it in a frank manner, and publicly. The people of

St. Jerome were not much afraid of what the new Company could do. They had come to the conclusion from the names which they saw on the prospectus, that there was no intention of building a road to St. Jerome, and consequently calling a meeting of the Town Council, they had passed the resolutions, which had been published in the Montreal papers. The people of St. Jerome had always hoped that the Northern Colonization Railway would succeed; and were delighted that it had secured the interest and influence of Sir Hugh Allan. A high tribute was then paid to the talent, enterprise and energies of the noble Knight, and he continued that in their work for the railway, the people of St. Jerome looked for more than their own advancement, as they had replied to the Grand Trunk—they looked for a railway which should develop the whole Northern country. (Loud Cheers.) Before sitting down he proposed the health of the Corporation of Montreal.

The toast was heartily received and appropriately responded to by Alderman Wilson.

Sir HUGH ALLAN, at this juncture, rose and said that the hon. Attorney-General had told them that he had at one time been a resident of Ste. Rose. Such was, in fact, the case. He had passed the greater part of two years there shortly after arriving in this country with a view of learning French. He had not been aware until he came here that his nearest neighbour, while living there, had been the father of the Rev. Mr. Labelle. He had known his father very well, but he had never until now known the Curé. He was very anxious to say one word with respect to the pleasure which he and his fellow directors had felt in coming to St. Jerome. They had been treated like princes, and every time that they thought of St. Jerome they would think of the pleasant day they had spent there. He could not but thank the Curé too. He was a man the like of whom he had seldom met; and he would tell those gentlemen that if ever they got the railroad to St. Jerome they would be more indebted to their Curé than to any one else. He then proposed the health of the Rev. Mr. Labelle, which was received with rapturous applause.

Father LABELLE felt highly honored at the flattering terms in which the President had alluded to him in proposing his health. He had done what little he could to obtain a railway to St. Jerome, but his work was that of a poor country Curé. In remembering that his father was a neighbour of Sir Hugh Allan, he felt that the son should also be his neighbor. He was glad to support this railway project, led by Sir Hugh. Railroads were now the question of the day, and the gigantic undertaking of the construction of a railway across this continent through our own Dominion proved that what was the tradition of Lachine—namely, that it was the road to China—proved to be a reality,

and the railroad across this continent would be carried out by Sir Hugh Allan. Their enemies had so far been vanquished, and during the past three years many obstacles had been overcome, which, indeed, had called for their united exertions. He demurred at first to accept the *cure* of St. Jerome, but upon further acquaintance with the people and district, he settled there, in the hope that ere long railroad connection would be made with Montreal. He had always great faith in the enterprise and esteem for the promoters of the railroad company, especially when he saw Sir Hugh Allan at its head. He was at the outset laughed at for the idea he entertained of the successful accomplishment of the enterprise, but there was a wise saying "He laughs well who laughs last." Three years ago he wrote to Sir George Cartier urging this question upon his attention. The undertaking should not be confined, however, to a local work, but to carry a line from Quebec to the Pacific Coast. At the same time they must construct as early as possible a line through the Province of Quebec, such being necessary for our commerce and colonization, and the Northern Colonization road would successfully accomplish both those objects. Having made a brief reference to the difficulties surmounted by the Company, he expressed himself confident of the success not only of the local scheme of a railroad from Montreal to St. Jerome, but of the gigantic undertaking which would stretch a line from the Atlantic to the Pacific Coasts. He highly commended the local government for their policy, and heartily thanked Hon. Mr. Ouimet and the government for the favour which they had shown to this great and noble enterprise. In doing this they had immensely advanced the Province of Quebec, and he was certain that a day would arrive when the history of our country would be written, that it should be the cause of the fame of some men that they had done all in their power to favour this great work. He believed that this policy was also that of the Federal government. This must surely be the case, for had not Sir George E. Cartier said that it should receive his support, that it was the great road to the Pacific. To say that Sir George Cartier was against the railway was to injure his character and to doubt his word. (Cheers.) This was what he thought of Sir George's character. Every man in this country should have a national

policy, and all who were against this project were against a national policy. The Grand Trunk had opened war against them. They were not, fortunately, afraid of that war. They could say to them, although we may not have confidence in our force, we have confidence in the project in which we are engaged, which is destined to change the character of this whole country, an enterprise which was so great that it could go without influence or help. This project, he believed, was master of the ground, and he had no fear of the influence of the Grand Trunk, even though they might oppose in England. In the north of this province their land had been mortgaged, for the construction of a road in the South, which had been of but very slight benefit to the North, but which they had acceded to with alacrity, believing that it was for the general good of the country at large. He could not understand why the Grand Trunk should oppose this scheme. Surely it would not injure them. If the back country were opened to them it must surely be for their interest and he hoped they would come to see it in this light. When the building of the Grand Trunk had been spoken of it had been opposed by the *Rouges* because, they said it will give the Grand Trunk too much power. A different, and, he thought, a correct view had been taken of this question. He had believed that the Grand Trunk would be of great benefit to the country. But, if the Grand Trunk persisted in its course of opposition, it would prove that the *Rouges* had been right, that they had given a power to the Grand Trunk which was now being used against them, and that if their (the *Rouges*) example had been followed this could never have been the case. When the wrongness of this policy was considered he thought that it must be abandoned. The more one part of a country flourished the more the rest must flourish. If one part of the Province wished to flourish at the expense of another it would be sure to bring about trouble and disagreement. What was required was a policy on all hands as liberal as that which had been pursued by the Province of Quebec. The reverend gentleman, having concluded, sat down amid loud cheers.

The company then broke up, and the Montreal party drove back to town, where they arrived without adventure shortly after midnight.

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